


EVALUATION MATRIX FOR TRANSIT PROJECTS										
				Provide Balanced Transportation Choices	Promote Public Health and Safety	Prepare for Growth	Maintain Fiscal Sustainability	Create Environmental Sustainability	Preserve Neighborhoods	Create Desirable Places for all Citizens
PROJECT TIER	PROJECT ID	PROJECT NAME	PLANNING PROJECT DESCRIPTION	PERCENT OF GOAL FULFILLED						
TIER 1	PS-TR-002	Multimodal Passenger Terminal	All five components from the MMPT study including train access for both the Georgia Rail Passenger Program (GRPP) and Amtrak, Regional Commuter Bus Terminal A-North and B-South (20 stalls) above the tracks and train terminal concourse connecting to MARTA 5 Points and Gome/GWCC/Phillips/CNN Stations.	67%	100%	100%	100%	100%	50%	33%
	TR-001	Beltline Transit	22-miles of new alignment Light Rail Transit / Streetcar around the core of the City	100%	100%	50%	75%	50%	75%	100%
	TR-009	Peachtree Streetcar (Downtown - Fort McPherson segment)	4.9 miles of Streetcar operating in mixed traffic in the outside lane with limited reconstruction of Trinity, Peters and Lee Street is anticipated in this section.	67%	50%	100%	50%	100%	75%	100%
	TR-010	Campbelton Road LRT (Fort McPherson to Greenbrier Mall	5.5 miles of LRT/Streetcar operating in partially mixed traffic along Campbelton Road.	100%	75%	100%	50%	100%	75%	33%
	TR-015	Donald Lee Hollowell Parkway/North Avenue Transit	separate guideway) from City limit to Bankhead station, with continuing local service to North Avenue station. Appropriate physical pedestrian	100%	50%	100%	75%	100%	50%	33%
		AMTRAK Station Relocation	and Deering to the Lenox MARTA Station. This would required reconfiguration of the bus bays at the MARTA station to create an AMTRAK	33%	100%	100%	75%	100%	50%	33%
TIER 2	TR-016	MARTA Streetcar Extension to West Highlands	2.5 miles of Streetcar operating in mixed traffic in the outside lane on a newly extended Grove Park Place.	100%	25%	100%	-25%	100%	75%	100%
	TR-007	Peachtree Streetcar (Buckhead to Midtown segment)	5.8 miles of streetcar operating in mixed traffic in the outside travel lane of Peachtree Road	67%	75%	50%	75%	100%	75%	33%
	TR-008	Peachtree Streetcar (Midtown-Downtown segment)	2.85 miles of streetcar operating in mixed traffic in the outside travel lane. No reconstruction of Peachtree Street is anticipated in this section.	67%	50%	50%	25%	100%	75%	100%
	TR-011	Downtown East-West Streetcar	2.5 mile Streetcar operating in mixed traffic in the outside lane looping outside lane with limited reconstruction of Peachtree Street, Auburn Avenue, Edgewood Avenue, Glen Iris Avenue, Baker Street, Thurmond Street, Marietta Street, and Centennial Olympic Park Drive..	67%	25%	50%	75%	100%	75%	67%
	TR-017	Boulevard Streetcar	1.25 mile Streetcar operating in mixed traffic in the outside lane with appropriate physical pedestrian streetscape improvements and permanent transit amenities along Boulevard between Auburn Avenue and Ponce De Leon Blvd.	67%	25%	100%	25%	100%	50%	67%
	TR-013	Piedmont / Roswell Road Transit	4.3 miles of high frequency bus transit (10-minute headways with appropriate physical pedestrian streetscape improvements and permanent transit amenities along Roswell Road and Piedmont Road.	67%	0%	100%	50%	100%	25%	67%
	TR-006A, TR-006B	Northwest Regional Light Rail Transit Corridor - Marietta St. / NW BeltLine	High speed/frequent LRT service with limited stations. Option A. Light Rail Transit on new exclusive alignment in shared right-of-way from Cobb County to Ga Tech and the Coca Cola Head Quarters, approximately via Marietta Blvd. to Marietta Street to 8th Street to Tech Parkway to Luckie Street. Then the LRT shifts to mixed flow alignment from Luckie Street to MARTA's North Avenue Station, approximately 1/2 mile, via North Avenue. The Alignment continues in mixed flow alignment to City Hall East and the Beltline, approximately 1.5 miles, via Ponce De Leon Blvd. Six potential stations in the City of Atlanta (Bolton Road, Carrol Drive, Beltline, Howell Mill, Luckie Street, MARTA's North Avenue Station, Piedmont Road, Boulevard, City Hall East (Beltline). Option B (Stops at Moores Mill, Huff Road area, Piedmont Hospital & Lindbergh) Instead of following Marietta to the southeast into downtown, it will now take Chattahoochee Road and then curve to the north around Ellsworth Industrial Road, following Beltline rail to the Lindbergh MARTA station.	100%	25%	50%	25%	100%	75%	33%
	TR-014	Moreland Avenue Transit	6.4 miles of high frequency bus transit (10-minute headways) with appropriate physical pedestrian streetscape improvements and permanent transit amenities along Moreland Avenue.	67%	0%	50%	50%	100%	75%	67%
Tier 3	TR-003	MARTA West Line BRT	5.08 miles Bus Rapid Transit (BRT) segment along I-20 from Hamilton E Holmes Station to Fulton Industrial Boulevard	67%	25%	0%	25%	100%	50%	0%
	TR-012	Capital Avenue & Pryor Street Streetcar	4.6 mile Streetcar operating in mixed traffic in the outside lane with limited reconstruction of Capital Avenue, Ralph David Abernathy, and Pryor Street.	67%	0%	0%	0%	100%	50%	33%
	PS-TR-001	Ralph David Abernathy Streetcar	Along RDA from West End MARTA to Grant Park	0%	25%	50%	0%	50%	75%	33%
	TR-002	MARTA West Line HRT	Heavy rail extension of the West Line to the interchange of Martin Luther King, Jr. Drive and I-285	100%	50%	-100%	0%	100%	-25%	-33%